

DEBS'S NEW BROTHERHOOD

First of a Series of Organization Meetings Held at Evansville.

Before the End of the Year the New Society Will Be the Largest Among Railroad Men—Freight Traffic Increasing.

A dispatch to the Journal from Evansville says: E. V. Debs and George W. Howard, president and vice president, respectively, of the American Railway Union, a new organization, to-day addressed an audience of about six hundred railroad men, employees of the several lines centering here. The meeting was held this afternoon in Germania Hall. The speaker explained the points of benefit of the new order, the main object being to place all railway unions under one management. Mr. Debs spoke for nearly two hours. His audience became very enthusiastic over the scheme, and a strong organization is expected to be effected here shortly. Mr. Debs this evening stated that they would be in Frankfort, Ind., next Sunday, Aug. 15, they will go to Iowa, thence to Kansas, Aug. 22 they will be in Omaha, where they will organize the employees of the Union Pacific system, being assured of 15,000 members out of a possible 20,000. From Omaha they go to Albany, N. Y., and Richmond, Va., to St. Louis, Mo., and through Texas. Mr. Debs states he is confident that before the end of the year the new organization will be the largest and most influential union on the continent. Developments in the trouble regarding a ten-per-cent. reduction of wages at the Evansville & Terre Haute employees are expected to-morrow. A number of meetings were held to-day and to-night by officials and men, but to no conclusion was reached. Later it was learned that the Evansville & Terre Haute firemen, brakemen, switchmen and conductors have decided to object to the ten-per-cent. wage reduction. They are willing, however, to loan the company 10 per cent. of their wages, but the engineers' meeting will not be held until later to-day. The company, it is said, will stand firm.

A Gradual Increase in Freight Business.
The train records show that in the week ending Aug. 5 there were 355 more loaded cars received and forwarded at Indianapolis than in the week ending July 23, in which week nearly 500 more loaded cars were handled than in the week ending July 22. Judging from the orders for cars the coming week will show still further improvement. Last week's loaded-car movement was 2,774 cars behind that of the corresponding week of 1892, and 728 fewer than in 1891. The first week in August, 1893, showed the heaviest loaded-car movement of any week in the year, with two exceptions, yet a decrease of 2,774 loaded cars means a heavy cut on freight earnings of Indianapolis lines in August unless there is a marked improvement in the remaining weeks of the month. The results of the week shows that more grain and flour are going forward, and it is believed that should wheat advance a few cents the shipments will further increase. The result of the wheat and flour now moving is for export. Shipments of oats to New York and New England points are increasing. As side tracks at Western shipping points are well provided with empty cars an impression prevails that before the present week closes freight traffic will compare favorably to its usual August volume. It is about time for through traffic, west bound, to increase, the tightness of the money market being the only obstacle, apparently, and if the grain begins to move as expected, this obstacle will be at least partially removed, say the freight agents who have recently been in the Western roads. Local business continues unusually quiet, although freight agents say there is some indication of improvement. More than 100 cars of brick and produce in bulk is being handled, but about the city freight depot, freight-handlers, clerks, etc., are having a very easy time. Below is given the number of cars received and forwarded at this point for the week ending Aug. 5, as compared with the corresponding weeks of the preceding two years:

Name of Road.	1893.	1892.	1891.
L. N. & O., Air-line	334	406	534
L. N. & O., West	312	415	496
C. & D. (Indy) Div.	909	1,092	821
L. & E. W.	572	641	635
Penn. lines	721	732	732
Peoria & Eastern	753	1,130	973
Peoria & Eastern	877	1,082	508
Peoria & Eastern	1,453	1,453	1,453
Peoria & Eastern	879	1,028	1,382
Peoria & Eastern	990	1,242	1,274
Peoria & Eastern	1,796	2,369	2,494
Peoria & Eastern	1,956	2,104	1,852
Peoria & Eastern	2,176	2,456	2,530
Peoria & Eastern	1,752	1,847	1,980
Totals	16,497	19,271	17,220
Empty cars	4,312	4,318	4,163
Total movement	21,809	23,589	21,383

Traffic Notes.
The Pennsylvania lines handled at Indianapolis last week a total of 4,819 cars, 5,838 being loaded.

The Peoria & Eastern, both divisions, handled at Indianapolis, last week, 2,340 cars, 1,842 being loaded.

In the week ending Aug. 5 the Bee Line division of the Big Four brought in from the east 1,011 empty cars.

The Big Four lines handled at this point, last week, 12,400 cars, 9,145 being loaded, an increase of 228 loaded cars over the week ending July 23.

The Peoria & Eastern in July handled at Indianapolis a total of 9,451 cars, 4,380 on the eastern and 5,071 on the western division.

The monthly report of William Sullivan, agent of the Big Four at this point, shows that in July there were loaded at the city freight depots 3,304 cars, and 2,772 unloaded.

The monthly report of J. Q. Hicks, superintendent of Indianapolis terminals, shows that in July the Big Four handled at Indianapolis a total of 47,899 cars, 36,304 being loaded.

Freight traffic over the Louisville division of the Pennsylvania lines (L. N. & O.) was the lightest week of the year in the last seven years; only 282 loaded cars were forwarded and 41 brought in to Indianapolis.

In the week ending July 5 the Chesapeake & Ohio brought to the Bee Line at Cincinnati 1,350 world's fair excursionists. During the week, on three days, special trains were run to accommodate this business, one of the coaches passing through here on Saturday.

In July there were received and forwarded at Indianapolis a total of 57,328 cars, 59,000 being loaded. In July, 1892, a total of 102,150 cars were handled, 53,739 being loaded. The decrease in loaded car movement this year is 16,723. In this decrease movement 70 per cent. was in cars coming under the head of through business, and 30 per cent. on local business, and most of the decrease in the latter was in the last half of the month.

The Cincinnati, Hamilton & Dayton and the St. Louis and Lee Line divisions of the Big Four are the only roads the loaded car movement of which is about up to its usual exhibit. The traffic of the C. H. & D. continues surprisingly heavy, a large tonnage of wheat going to Toledo and Detroit. The Bee Line is also carrying by the grain movement to that point. The St. Louis and Lee Line divisions of the Big Four are carrying a large live stock traffic.

Personal, Local and General Notes.
Benjamin F. Simpson, superintendent of the Whitewater road, spent Sunday in the city.

Train 3 on the Big Four, on Friday last, ran sixteen minutes and thirteen minutes. There were six cars in the train.

George Ohmer, operating the dining car line on the Cincinnati, Hamilton & Dayton and the Monon, spent Sunday in the city.

J. Q. Hicks will to-day remove from the east Peoria & Eastern freight depot, with

his clerical force, to the yards of the Big Four, for the eastern part of the year, and George Davis to the offices in Brightwood.

The directors of the Chicago & Alton on Saturday declared a two-per-cent. quarterly dividend on the common stock, payable Sept. 1.

E. V. Debs and G. W. Howard yesterday addressed a meeting of railroad men in Evansville in the interest of the new railway organization.

C. F. Hest, general superintendent of the Ohio & Mississippi, and party passed through the city yesterday on their return from the world's fair.

Employees in the shops of the Peoria, Decatur & Evansville road have struck, because the force has been reduced and the hours of those remaining shortened.

The five-hour train between Boston and New York, over the New York, New Haven & Hartford line, is to be known as the "Day State Limited."

The passenger department of the New York Central has issued its eighth number of popular series of hand books in its four-track series. The last is entitled, "The Catskill Mountains."

J. G. Woolley, for many years an engineer on the Jeffersonville, Madison & Indianapolis, but late on the Kentucky Union, died at Danville, Ky., and was yesterday buried at Jeffersonville, Ind.

E. E. Clark, grand chief conductor of the Order of Railway Conductors, has assumed editorial management of the Railway Conductor, the official organ of the association, vice Wm. P. Daniels, resigned.

H. G. Stiles, general agent of the Cincinnati, Hamilton & Dayton at this point, has arranged to let all the clerical force of the road go on white absent. Free transportation will be furnished.

The combination of the Big Four and the Ohio & Mississippi for the new line between Louisville, Chicago and the North-west has been officially promulgated, and tickets by this line are to be placed on sale at all ticket offices.

P. P. Rainer, grand chief of the inspection and weighing bureaus of the Central Traffic Association, spent Saturday in the city. He states that the method of drawing control of J. B. Eckman are the best-handled bureaus in the association.

The Vandavia is continuing its improvement on the newly acquired Peoria division, but on its other divisions it is now being expended in improving the physical condition. In fact, but little is absolutely required, in such good shape is the road.

F. H. Kingsbury, formerly with the Panhandle lines in this city, was in the city yesterday, en route to Chicago, accompanied by his family. Mr. Kingsbury is now general agent of the Union State line, the Pennsylvania Railroad Company and the Pennsylvania Company in New York.

The Big Four now has sixteen ten-wheel passenger engines in service on the Chicago division, ten on the east end and six on the west end. All the through trains are for the west, and the Peoria & Eastern ten eight-wheel engines of the Lord type have all been transferred to the Cleveland division.

John Egan, a well-known official of the Big Four, last week celebrated his sixtieth anniversary. He has been railroaded nearly thirty-six years, commencing as a clerk for the Little Miami. He was next with the Ohio & Mississippi, but for the last twenty years or more has been on the Big Four.

L. G. Hughes, for several years past engineer of maintenance of way on the Peoria, Youngstown & Ashland road, had accepted a similar position on the western division of the Peoria, Fort Wayne & Chicago. He succeeded by Thomas King, who was superior on the Erie and Peoria, with headquarters at Niles, instead of Youngstown.

The Evansville & Terre Haute earned in July \$120,320, an increase over July, 1892, of \$6,000; the Louisville, Evansville & St. Louis earned last month \$142,300, an increase this year of \$21,500; the Peoria, Decatur & Evansville earned \$97,000, an increase this year of \$2,774; the Evansville & Indianapolis earned \$3,100, an increase this year of \$400. All are Mackley lines.

President Tracy, of the Ohio & Mississippi, is expected home from Chicago this week, and on his return will have decided on what date the directors of the C. H. & D. and the Baltimore & Ohio South-western will be called together to take the final steps in consolidating the lines. General Superintendent Bent thinks the consolidation will have been perfected by Oct. 1.

MAGAZINES OF THE MONTH.

The August Century gives a supply of light reading appropriate to midsummer. Besides the serials and short stories by Grace King, Alice Brown, J. S. Norton and Edward Eggleston, not the least entertaining feature of the number are some letters written by the late Phillips Brooks to his little nieces. It is not every one who can write to children acceptably, but this great preacher showed a happy talent in that line. A portrait of Brooks forms the frontispiece of the magazine. The story of the life of the Prince and Princess Achille Murat in Florida is told by Maxine L. McConnoy. J. M. J. May writes of the benefits of breathing movements in the cure of consumption. W. J. Stillman contributes some recollections of the "Philadelphia Centennial," being the name applied to a summer gathering in the Adirondacks of a number of kindred spirits, including Lowell, Emerson, Agassiz, Amos Sumner and others. Other contributions are "Fez, the Mecca of the Moors," "The Famine in Russia," "An Artist's Letters from Japan" and "Contemporary Japanese Art." Subscriptions to the magazine are for sale at the editorial office, "Foreign Control of Labor Unions" and "Silver and the Debtor Class."

The North American Review opens with a discussion of the financial situation by Controller of the Currency James H. Eckels and Sylvester Penney, Governor of Oregon. Their views are neither original nor valuable. A forecast of the coming session of Congress is furnished by Senator Vest. He believes that the Sherman silver act cannot be repealed unconditionally and also predicts that a revision of the gold law will be made. Senator Delph presents the Republican view. He thinks any action on the tariff question will result in further business depression and disaster. A paper which will probably be read with interest by many persons relates to the prohibition movement in England. The writer is Sir Willard Lawson, a temperance leader. Dr. Goldwin Smith has a response to Mr. Carnegie on the question of Anglo-Saxon union. Justin McCarthy, M. P., discusses "The Usuals of Home of Lord Agassiz." He has a graceful and witty essay on the rights of parents. Other topics discussed are "The Lesson of the Victoria Disaster," "Disasters and Stages," "How Cholera Can Be Stopped Out," "The American Hotel of Today," "The French Peasantry" and "The Issue of the German Elections."

The Engineering Magazine (New York) does not confine itself entirely to the line of applied science indicated by its title, but occasionally enters other fields. The August number opens with a paper by Edward Atkinson on "The Unit of Value in All Trade." He thinks that gold will maintain its position as the unit of value in the world's commerce, and "only those nations will hold a position either paramount or equal in their terms of competition with the power plant at the world's fair. Many will be authorized to learn how much of the machinery is operated by electricity. Subjects of other papers are "Electricity in the Home and Office," "Development of Modern Steam Pumps," "The Railroad Development of Colombia," "Railroad Terminals and New York Harbor," "Legislation in England" and "Architecture at the World's Fair."

Scribner's Magazine for August is a very entertaining number. Julian Ralph, who succeeds in making every subject of which he writes interesting to his readers, discusses in his best style on the calling of the newspaper correspondent. J. A. Mitchell, the editor of Life, gives his impressions of the people at the world's fair. H. C. Bunner has a chapter of reminiscences of youthful life. "Chapters in the above average merit are contributed by

Grace Ellery Channing, Howard Pyle, Sarah Orne Jewett, E. B. Aldrich and William H. Shelton. Harold Frederic's serial, "The Copperhead," increases in interest, and Robert O'Neil, an especially entertaining chapter, "The Opinions of a Philosopher." The philosopher on this occasion deals with a phase of the education and development of the contemporary young woman, and also relates his experience as a candidate for Congress. As a whole it is a very pleasing midsummer number.

In Harper for August Howard Pyle tells the story of the Cook Lane ghost, with all the amendments that recent research has added to that ancient tale. Thomas Janvier has an illustrated account of Greenwich village, one of the old-time suburbs now buried in the heart of New York city. Charles A. Platt has another chapter on "Italian Gardens," William Hamilton Gibson contributes an entertaining bit of natural history, Frederick Remington, with both pen and brush, describes a camping and hunting trip, and Col. T. A. Dodge writes of the "Alphabet of Architecture." The magazine of a series of several short stories, including a farce by Howells, fill the remaining space. This farce is not in the writer's best vein, it strikes a minor chord and ends abruptly, but is worth reading, if only for the accuracy of its German dialect.

The Architectural Record, a quarterly published at 30 Vesey street, New York city, is not a purely technical magazine for the use of architects only, but contains much of interest to readers who have either an artistic or literary interest in such matters. It is handsomely illustrated, the current number containing seventy-five illustrations in all, including a colored plate representing a scheme for bedroom furnishing. The construction of the Church of the Sacred Heart, at Montmartre, is described in detail by an architect. A paper for students relates to the "Alphabet of Architecture." A critique on planning and construction is entitled "Wasted Opportunities of the Interior Architect." The magazine also contains a paper on "The Architecture of the World's Fair," "French Cathedrals," "Architectural Aberrations" and "Kypros, the Bible and Homer."

The Magazine of Art for August is an unusually pleasing number. The frontispiece is an original etching by David Lauder, representing a view on the picturesque river Dart. Illustrated articles describe pictures of the New Gallery and at the Royal Academy exhibitions, "Street Scenes in Northern Italy" and Sir John Gilbert's gift pictures to the city of London. J. E. Hodgson, R. A., has a paper on "Sketching in Nature," and John Forbes Robertson discusses the present method of drawing. The Record of American Art relates to world's fair exhibits.

The complete novel in August, Lippincott, "In the Midst of Alarms," by Robert Barr, is a bright and readable tale, whose scene is laid in Canada at the time of the Fenian episode of 1866. Julian Hawthorne contributes some impressions of the world's fair, N. B. Young writes of the national game, and August R. Watson contributes a sketch of Zachary Taylor, his home and family. Several poems, a short story and a biographical sketch of William Rush, a Philadelphia sculptor, make up the number.

A Prophet Without Honor.

Nowadays it is the fashion to extol the character of Mr. Lincoln as something god-like. I am not willing to say that the statue of Lincoln is a masterpiece of art, but in spite of most of those who have since been so eager to place upon the grave of our martyr President the praises. They try to do so by the sword and the sword of the foolish multitude, the day before his inauguration, decided for having "stepped into Washington" as he stepped at his own shadow. "I stand," "I stand to come through Baltimore," and, of course, "not fit to be President." For four years this god of our era was decided by the sword and the sword of the foolish multitude, the day before his inauguration, decided for having "stepped into Washington" as he stepped at his own shadow. "I stand," "I stand to come through Baltimore," and, of course, "not fit to be President." 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